

CONFIDENTIAL

Knutson J. K.
Christ H. H.
P-196

9 November 1956

MEMORANDUM FOR: THE RECORD

SUBJECT: Trip Report, [REDACTED]

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1. The undersigned, along with Mr. [REDACTED] visited [REDACTED] for the purpose of eliciting a proposal from them covering the design, development and construction of the prototype obstacle warning system. In discussions with [REDACTED], Chief Engineer for this system at [REDACTED] it was decided that:

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a. The program would be divided into 3 phases covering study, breadboard and hardware.

b. That the breadboard and hardware phase would to a large extent overlap so as to cut down the total time needed for the project.

c. The study phase will take three to four weeks, the breadboard phase 6 to 9 months, and the hardware phase 6 to 9 months, with approximately 6 months overlap between the last two phases. Thus, the total time for the project should be approximately one year from the date of signing the contract.

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d. The final model will be a fully evaluated production prototype suitable for installation in the RB-69 aircraft.

e. The equipment will utilize a 3 foot linear array antenna mounted just aft and above the pilot's compartment on the aircraft. The horizontal array will most probably be mounted just forward of the Q-24 radome below the aircraft.

f. During the study phase, intensive discussions will be held with the air frame manufacturer concerning specific installation problems.

2. Since there is but one individual knowledgeable of Agency interest in this program in the Engineering Division at [REDACTED] it was decided by [REDACTED] and the undersigned to maintain this status

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3. The system,

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3. The system, as finally envisioned, will include a 3 color scope presentation and a flight path vector indicator all optically combined for presentation to the observer. The range/color gates will be adjustable by maintenance technicians. It is not intended that they be adjusted in flight except for test purposes. The equipment will make use of one of the newly developed, long persistence, three color tubes now available so that by utilizing appropriate optical elements, a combined three-color presentation and flight path vector indicator can be achieved.

4. [] will submit a proposal to [] by 15 November in order for [] to hand-carry same to the air frame manufacturer the following week. If the air frame engineers approve of the equipment relative to its installation, it is intended to request initiation of this program soon thereafter.

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Distribution:

Orig. - P-196 ✓
1 - []
1 - PP/AMD
1 - Chrono

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